

W/O:		WORK ORDER CHANGES					
DATE	STEP	PROCEDURE CHANGE	By	Date	Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector

Part No: _____ PAR #: _____ Fault Category: _____ NCR: Yes No DQA: _____ Date: _____

Resolution: _____ Disposition: _____ QA: N/C Closed: _____ Date: _____

NCR:		WORK ORDER NON-CONFORMANCE (NCR)						
DATE	STEP	Description of NC Section A	Corrective Action Section B			Verification Section C	Approval Chief Eng	Approval QC Inspector
			Initial Chief Eng	Action Description Chief Eng	Sign & Date			

NOTE: Date & initial all entries

Work Order ID 61964

Monday, September 13, 2010 11:12:09 AM



Page 2

Item ID: D3687-3

Accept



Setup Start



Revision ID:

Stop



Item Name: MOUNT

Start Date: 9/13/2010 Start Qty: 5.00



Cust Item ID:

Required Date: 9/14/2010 Req'd Qty: 5.00



Customer:

Reference:

Approvals:

Process Plan:

Date:

Tooling:

Date:

Run Start



QC:

Date:

SPC (Y/N):

Date:

Stop

Sequence ID/
Work Center IDOperation
DescriptionSet Up/
Run Hours

Tool ID

Tool #

Plan
CodeAccept
QtyReject
QtyReject
NumberInsp.
Stamp

130

Identify as per dwg & Stock Location: 078

0.00



Packaging

Memo

0.00

Packaging

RE-IDENTIFY USING NEW B/N

140

QC21- Final Inspection - Work Order Release

0.00



QC

Memo

0.00

Quality Control

10/09/15

MF
10-9-15

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NOTE: Date & initial all entries

Picklist Print

Monday, September 13, 2010 11:12:09 AM

Page 1

Work Order ID: 61964



Parent Item: D3687-3



Parent Item Name: MOUNT

Start Date: 9/13/2010

Required Date: 9/14/2010

Start Qty: 5.00

Required Qty: 5.00

Comments: IPP Rev:A New Issue 08-01-15 JLM Verified By:EC
 IPP Rev:B Added Contion H-900 JLM Verified By:DD IPP
 REV:C ADDED QC6 10-09-09 JLM VERIFIED BY :DD

Component Item ID/ Item Name	Replacement Item ID	Mfg/ Purch	Bin Item	Primary Location	Last Location	Route Seq ID	Unit of Measure	Qty on Hand	Qty per Kit	Total Qty	Qty Issued	Date Issued	Status
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D3687-3		Manufactured	No				Each	5.0000		5			
MOUNT													



B 46761 x3
 B 51096 x2

5 10/05/10

Location	Loc Qty	Loc Code
ST080	5	
46761	3	
51096	2	

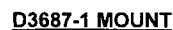
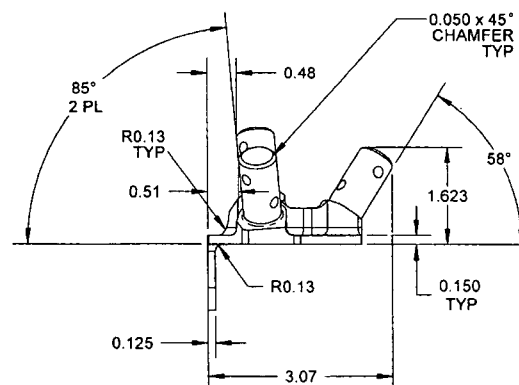
W/O:		WORK ORDER CHANGES					
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			Initial Chief Eng	Action Description Chief Eng	Sign & Date			

NOTE: Date & initial all entries



NOTES:

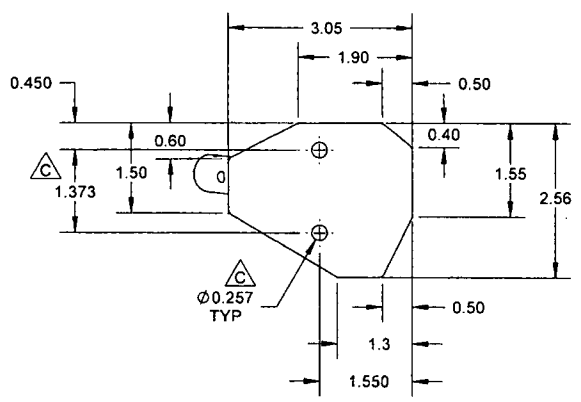
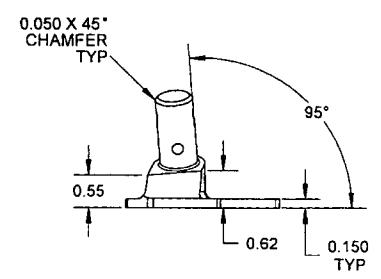
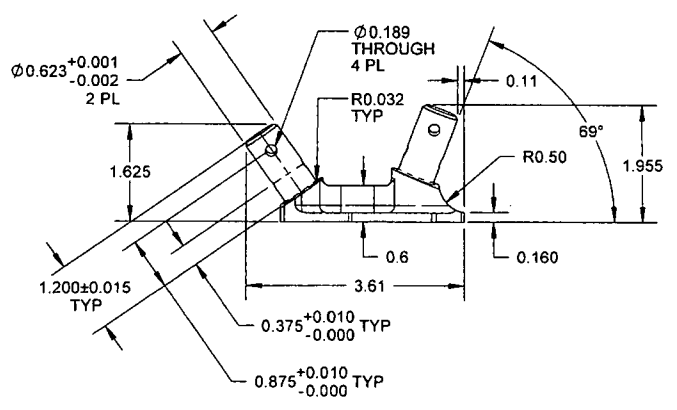
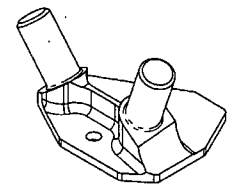
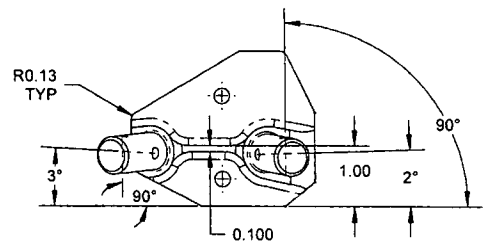
- 1) MATERIAL: 17-4PH SS BAR PER AMS 5643, H-900 CONDITION
- 2) FINISH: NONE
- 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
- 4) UNITS: INCHES UNLESS OTHERWISE NOTED
- 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
- 6) IDENTIFICATION: NONE
- 7) WEIGHT: 0.81 lb
- 8) LPI PER QSI 038 4.1.1 (ASTM E1417 LEVEL 2)

RELEASE
2009-09-22

C	0.555 WAS 0.50 (ZN B8-1), 1.373 WAS 1.375 (ZN A8-1, A8-2); ADD 0.620 (ZN B7-1) PER NORM008.084; UPDATE NOTE 8 TO REF QSI (ZN A6-1, B3-2); Ø0.257 WAS Ø0.250 (ZN A6-1, B7-1, B7-2)	RF	09.08.26
B	CHANGE TO 17-4PH H-900 (ZN A6-1 & B3-2); R0.032 WAS R0.015 (ZN C7-1 & C7-2); REFORMATTED TO CURRENT DWG STANDARDS	RF	08.11.24
A	NEW ISSUE	RF	08.03.12
REV.	DESCRIPTION	BY	DATE
DESIGN	RF	DART AEROSPACE LTD	
DRAWN	RF	HAWKESBURY, ONTARIO, CANADA	
CHECKED	<i>9/</i>	DRAWING NO.	REV. 1 OF 1
MFG. APPR.	<i>2/</i>	D3687	SHEET 1 OF 1
APPROVED		TITLE	SCALE
DE APPR.	<i>1/</i>	MOUNT	NT:
DATE	09.08.26	COPYRIGHT © 2008 BY DART AEROSPACE LTD THIS DOCUMENT IS PRIVATE AND CONFIDENTIAL AND IS SUPPLIED ON THE EXPRESS CONDITION THAT IT IS NOT TO BE USED FOR ANY PURPOSE OR FOR REPRODUCTION IN ANY MANNER WITHOUT THE WRITTEN EXPRESS PERMISSION OF DART AEROSPACE LTD.	

8 7 6 5 4 3 2 1

61964



- NOTES:
- 1) MATERIAL: 17-4PH SS BAR PER AMS 5643, H-900 CONDITION
 - 2) FINISH: NONE
 - 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
 - 4) UNITS: INCHES UNLESS OTHERWISE NOTED
 - 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
 - 6) IDENTIFICATION: NONE
 - 7) WEIGHT: 0.64 lb
 - 8) LPI PER QSI 038 4.1.1 (ASTM E1417 LEVEL 2)

D3687-3 MOUNT

RELEASED
2009-09-22

DESIGN	RF	DART AEROSPACE LTD	
DRAWN	RF	HAWKESBURY, ONTARIO, CANADA	
CHECKED	<i>[Signature]</i>	DRAWING NO.	REV. C
MFG. APPR.	<i>[Signature]</i>	D3687	SHEET 2 OF 2
APPROVED	<i>[Signature]</i>	TITLE	SCALE
DE APPR.	<i>[Signature]</i>	MOUNT	NTS
DATE	09.08.26	<small>COPYRIGHT © 2008 BY DART AEROSPACE LTD THIS DOCUMENT IS PRIVATE AND CONFIDENTIAL, AND IS SUPPLIED ON THE EXPRESS CONDITION THAT IT IS NOT TO BE USED FOR ANY PURPOSE OR DISSEMINATED TO ANY OTHER PERSON WITHOUT WRITTEN PERMISSION FROM DART AEROSPACE LTD</small>	

8 7 6 5 4 3 2 1

Jason Murdoch

From: David Shepherd [dshepherd@dartaero.com]
Sent: Thursday, September 02, 2010 3:52 PM
To: 'Marc Bellavance'
Cc: 'Jason Murdoch'
Subject: RE: D205-770-011 Replacement Engine Mount Kit
Attachments: image002.jpg

Yes ... It is acceptable to open up the holes slightly. I do not feel an LPI is required after the rework.

David

From: Marc Bellavance [mailto:mbellavance@dartaero.com]
Sent: Thursday, September 02, 2010 1:43 PM
To: 'David Shepherd'
Cc: 'Jason Murdoch'
Subject: FW: D205-770-011 Replacement Engine Mount Kit
Importance: High

REFERENCE ONLY

David,

Can you please have a look at this issue and advise.

Per Jason's investigation, the 0.189" holes on P/N D3687-1 are indeed too small (0.185" to 0.187") on pretty much all the parts we have in stock and therefore, it is impossible to insert the required bolts through.

Funny thing is, 2 legs out of 3 are assembled prior to packaging and it seems to Jason and me that the holes might have been reworked to tolerance during assembly. However, there is no non-conformance reported on the W/O's, no sign offs on the rework whatsoever.

We need to ship a replacement kit to Day Aviation who are not willing to rework the kit themselves ASAP per Eagle. Question is: can manufacturing has your authorization to rework the part so we can ship the Kit to our customer? Also, is LPI required after the rework?

Thanks,

Marc Bellavance
Mechanical Designer/Technical Support

DART aerospace Ltd.

Tel: 613-632-5200 Ext. 240

Fax: 613-632-9311

E-mail: mbellavance@dartaero.com

Web: www.dartaero.com



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From: Jason Murdoch [mailto:jmurdoch@dartaero.com]
Sent: September 2, 2010 11:27 AM